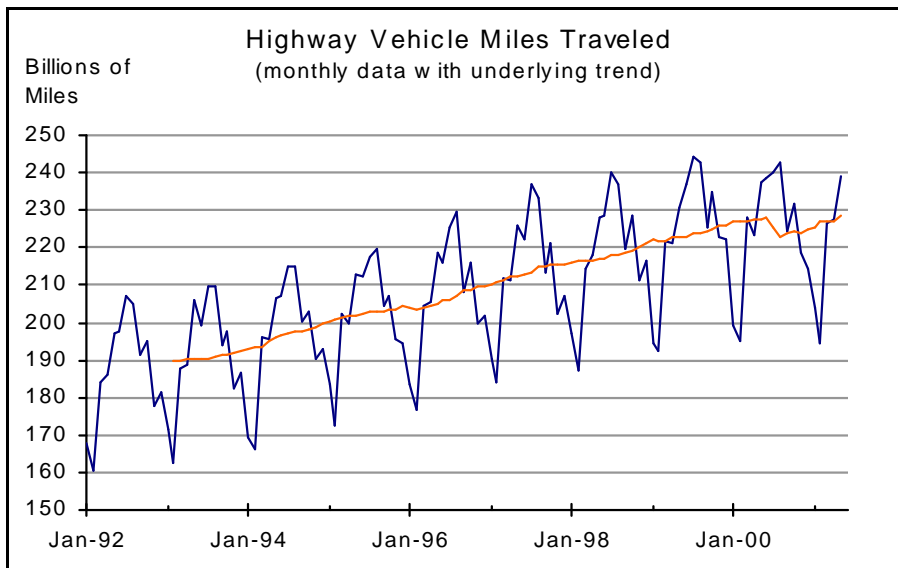


Mobility

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U.S. HIGHWAY VEHICLE MILES TRAVELED



Vehicle miles of travel (VMT) are key data for highway planning and management, and a common measure of roadway use. Along with other data, VMT are often used in estimating congestion, air quality, and potential gas tax revenues, and can provide a general measure of the level of the nation's economic activity.

Vehicle Miles Traveled	May-00	May-01
Millions of highway miles	237,596	238,865
Percent change from same month previous year	2.95	0.53

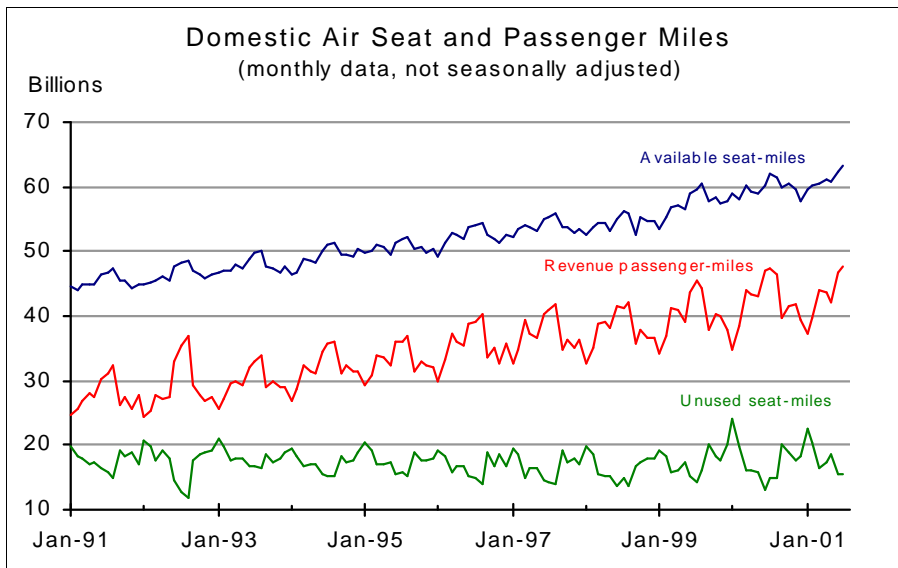
NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

A trendline has been provided for vehicle miles traveled. The trend has been calculated through a statistical procedure called Structural Modeling, in which the time series under study is decomposed into seasonal, trend and irregular components. For further information on this statistical procedure, see: S.J. Koopman, et al., Structural Time Series Analyser, Modeller And Predictor (STAMP), London: Timberlake Consultants Ltd. , 2000

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, available at <http://www.fhwa.dot.gov/ohim/tvtw/tvtpage.htm>.



AVAILABILITY AND USE OF AIR PASSENGER TRANSPORTATION



Revenue passenger-miles are a measure of the volume of air passenger transportation. Unused seat-miles (the difference between available seat-miles and revenue passenger miles) are used as a measure of airline capacity utilization. Another measure is the intensity of use of the equipment.

NOTE: A revenue passenger-mile is equal to one paying passenger carried one mile. Available seat-miles for an individual flight are the number of seats multiplied by the distance traveled. The data do not include international flights by U.S. domestic carriers or domestic flights by foreign carriers.

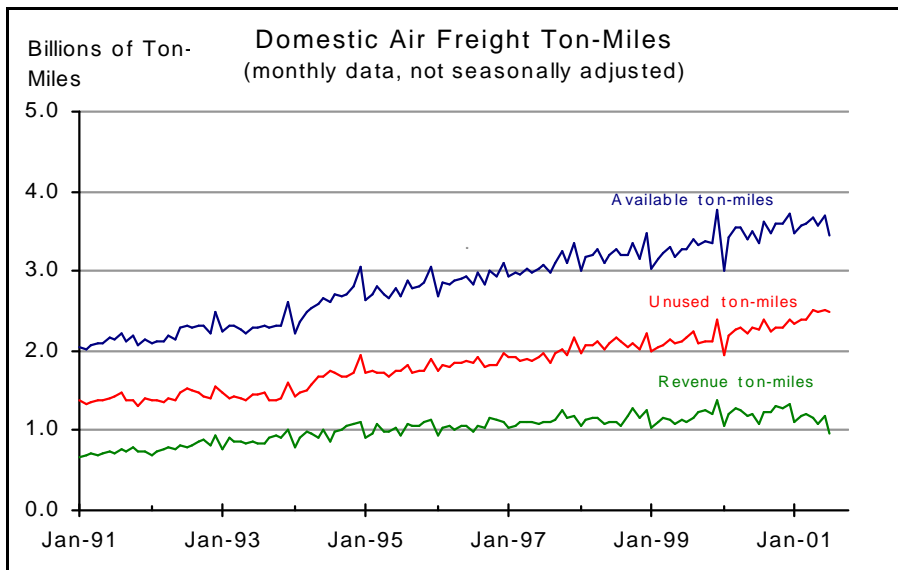
Domestic Passenger Aviation	Jul-00	Jul-01
Available seat-miles (billions)	61.98	63.42
Percent change from same month previous year	3.87	2.32
Revenue passenger-miles (billions)	47.24	47.76
Percent change from same month previous year	4.03	1.10
Unused seat-miles (billions)	14.74	15.66
Percent change from same month previous year	3.36	6.20

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality. The data have been adjusted to have a standard 30-day month by multiplying the data for each month by the ratio: $30/(\text{actual days in month})$.

These indicators are components of the passenger and overall aircraft load factors displayed in "Aircraft Utilization—Passengers and Freight."

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Air Carrier Traffic Statistics Monthly*, July 2001.

AVAILABILITY AND USE OF AIR FREIGHT TRANSPORTATION



Though still much smaller than air passenger transportation, air freight is an increasingly important revenue source for the air transportation industry. It includes both freight handled by dedicated air cargo handlers and air cargo shipped on combined passenger and air freight carriers (passenger luggage is not considered cargo for this purpose).

Unused ton-miles are the difference between available ton-miles and revenue ton-miles utilized. Changes in the level of spare capacity might be an indicator of the timely availability of air freight services. For example, a shipper with a sudden need for service will be more likely to obtain an appropriate flight when spare capacity is higher. Space limitations also affect the availability of air freight services.

Domestic Freight Aviation	Jul-00	Jul-01
Available ton-miles (billions)	3.34	3.44
Percent change from same month previous year	2.10	3.06
Unused ton-miles (billions)	2.26	2.49
Percent change from same month previous year	4.97	10.21
Revenue ton-miles (billions)	1.08	0.95
Percent change from same month previous year	-3.45	-11.96

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

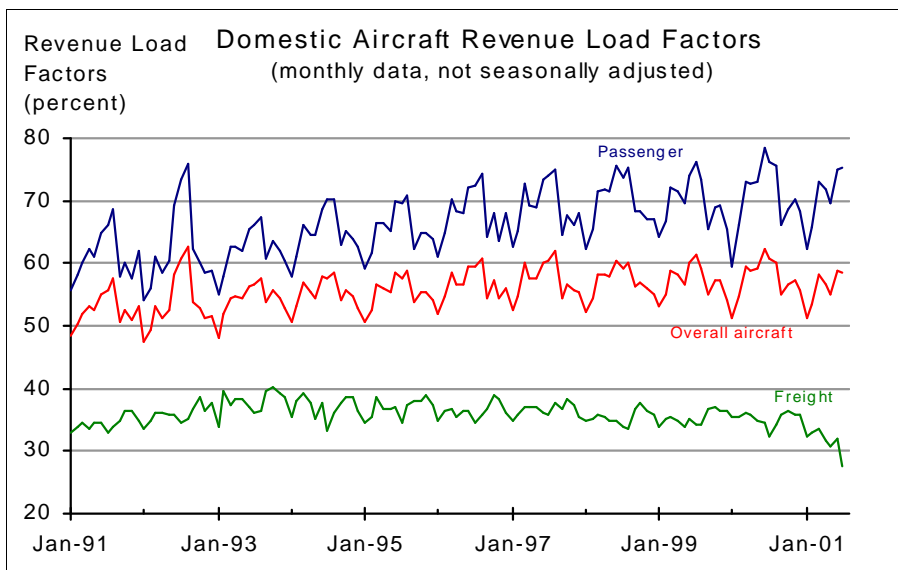
A revenue ton-mile is equal to one ton carried one mile and measures utilization of air-freight services. The data do not include international flights by U.S. domestic carriers or domestic flights by foreign carriers.

For those planes that carry both freight and passengers, available freight ton-miles are calculated by subtracting available seat-miles times 0.1 from total available ton-miles. The data have been adjusted to have a standard 30-day month by multiplying the data for each month by the ratio: 30/(actual days in month). These indicators are components of freight and overall aircraft load factors displayed in "Aircraft Capacity Utilization—Passengers and Freight."

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Air Carrier Traffic Statistics Monthly*, July 2001.



AIRCRAFT CAPACITY UTILIZATION – PASSENGERS AND FREIGHT



Aircraft load factors are used to measure aircraft in-flight capacity utilization.

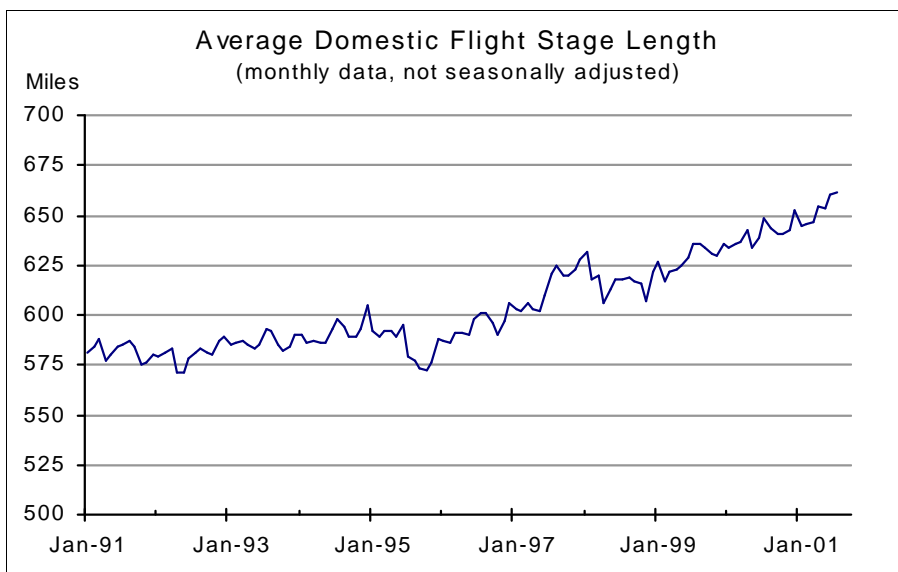
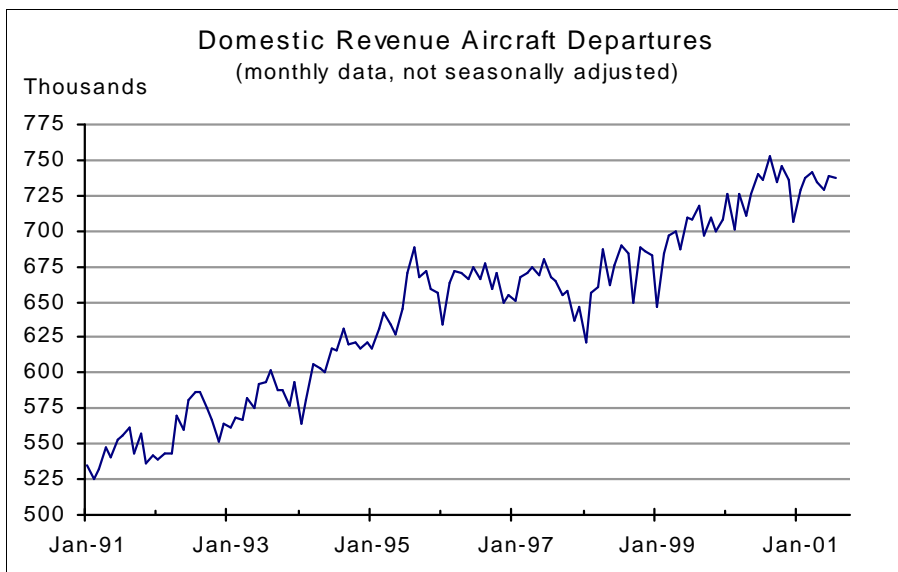
Revenue Load Factors (percent)	Jul-00	Jul-01
Passenger revenue load factor	76.21	75.31
<i>Change from same month previous year</i>	<i>0.12</i>	<i>-0.90</i>
Overall aircraft revenue load factor	60.82	58.51
<i>Change from same month previous year</i>	<i>-0.41</i>	<i>-2.31</i>
Freight revenue load factor	32.25	27.55
<i>Change from same month previous year</i>	<i>-1.85</i>	<i>-4.70</i>

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

Load factor relates to the potential capacity of a system relative to its actual performance. In order to combine passenger and freight to calculate overall aircraft load factors, a common metric is needed: ton-miles. Thus, it is assumed that a passenger plus baggage weighs 200 pounds. The data do not include international flights by U.S. domestic carriers or domestic flights by foreign carriers.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Air Carrier Traffic Statistics Monthly*, July 2001.

FLIGHT AVAILABILITY



Domestic Flight Availability	Jul-00	Jul-01
Revenue aircraft departures (thousands)	737	737
Percent change from same month previous year	4.09	0.05
Flight stage length (miles)	648	662
Percent change from same month previous year	1.98	2.07

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

The data have been adjusted to have a standard 30-day month by multiplying the data for each month by the ratio: 30/(actual days in month).

The data do not include international flights by U.S. domestic carriers or domestic flights by foreign carriers.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Air Carrier Traffic Statistics Monthly*, July 2001

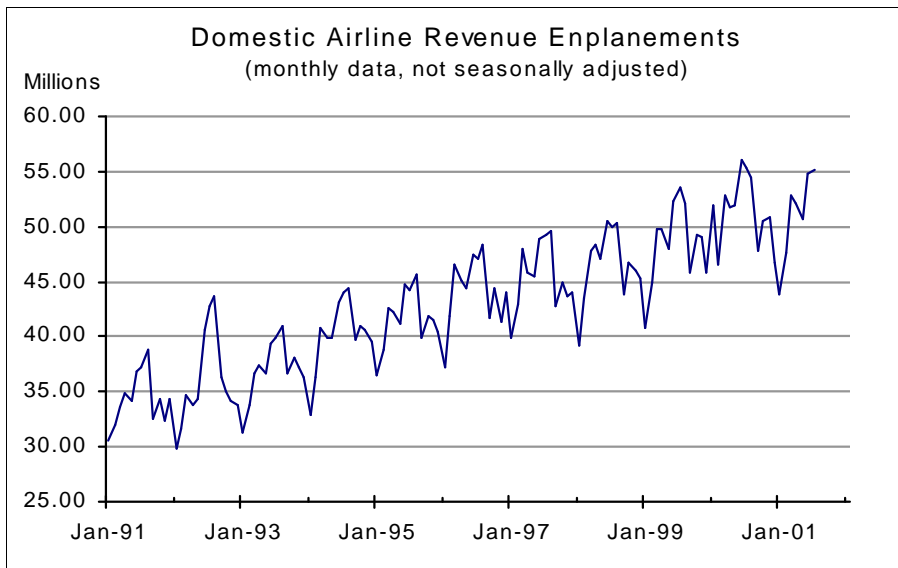
Frequency of aircraft departures, the number of connections required for a single trip, and the match between available flights and travelers' desired origin and destination points are all important determinants of scheduling convenience. Because data on connections are currently not available in a suitable format, flight stage length is used here to supplement the information on departures.

Flight stage length is the distance between take-off airport and landing airport. If the mix of origin and destination points are held constant, then an increase in flight stage length implies fewer connections are required for a trip and, therefore, higher quality of air passenger services.

The key relation is that departures and flight stage length will tend to move in opposite directions when changes are due to changes in the number of connections. For example, a trip from city A to city B with a connection in city C will have two departures, but generally a shorter average flight stage length, than the direct flight from A to B with a single departure.



ENPLANEMENTS



Revenue enplanements, the number of passengers boarding aircraft, indicate the demand for gate and luggage services. Enplanements differ from the number of trips because passengers may board more than one flight between their origination point and ultimate destination.

Domestic Passenger Aviation	Jul-00	Jul-01
Revenue aircraft enplanements (millions)	55.41	55.10
Percent change from same month previous year	3.68	-0.57

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

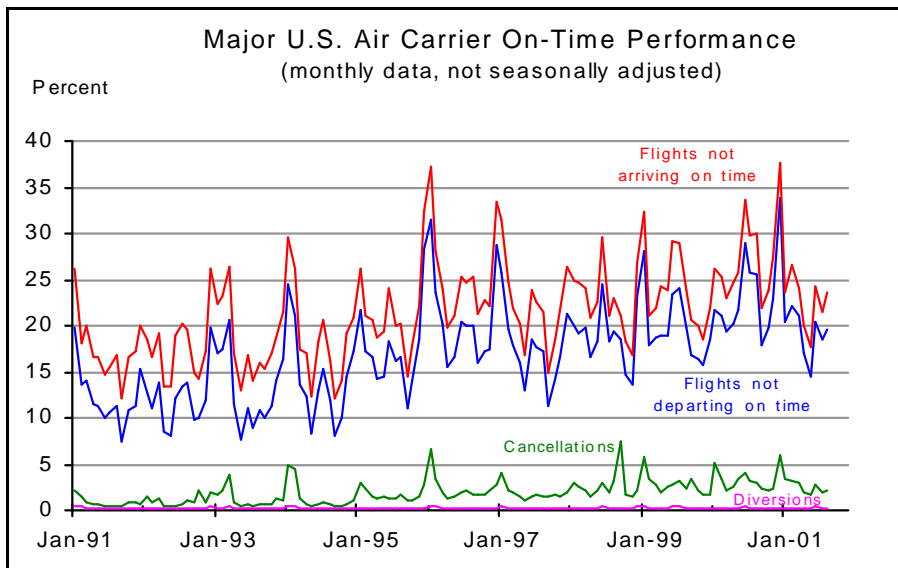
The data have been adjusted to have a standard 30-day month by multiplying the data for each month by the ratio: $30/(\text{actual days in month})$.

The data do not include international flights by U.S. domestic carriers or domestic flights by foreign carriers.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Air Carrier Traffic Statistics Monthly*, July 2001



MAJOR U.S. AIR CARRIER ON-TIME PERFORMANCE



The number of flights not departing or arriving on time, cancellations, and diversions are measures of service quality.

These indicators are strongly seasonal and are affected by weather and heavy demand in winter and summer months, respectively.

On-Time Performance	Aug-00	Aug-01
Number of scheduled flights	491,366	494,615
Percent change from same month previous year	2.46	0.66
Percent of flights not arriving on time	30.04	23.53
Change from same month previous year	6.15	-6.51
Percent of flights not departing on time	25.44	19.66
Change from same month previous year	5.67	-5.78
Percent of cancelled flights*	3.05	2.20
Change from same month previous year	0.61	-0.85
Percent of diverted flights**	0.28	0.30
Change from same month previous year	0.05	0.02

* Also counted in flights not arriving or departing on time.

** Also counted in flights not arriving on time.

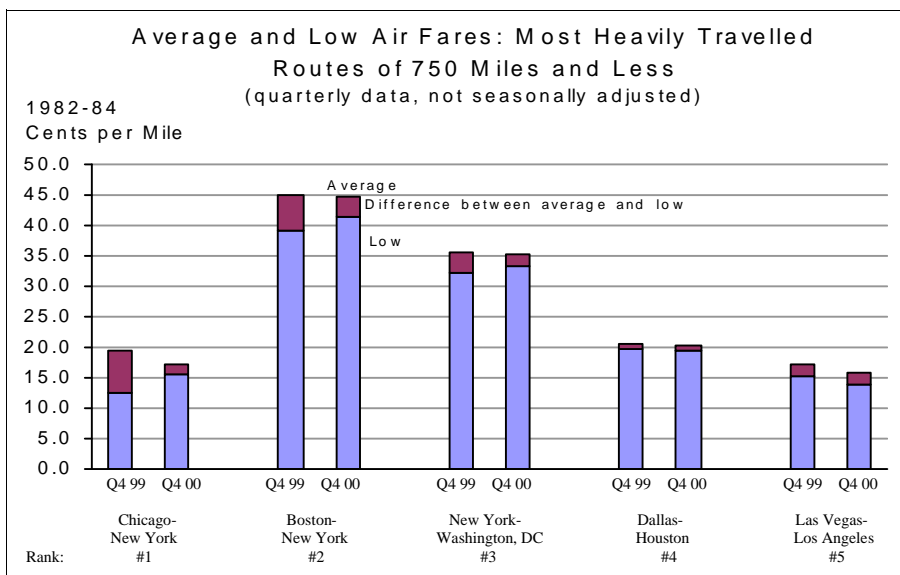
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

The data cover the 10 largest U.S. air carriers. A scheduled operation consists of any nonstop segment of a flight. The term "late" is defined as 15 minutes after the scheduled departure or arrival time. A cancelled flight is one that was not operated but was listed in a carrier's computer reservation system within seven calendar days of the scheduled departure. A diverted flight is one that left from the scheduled departure airport but flew to a destination point other than the scheduled destination point.

Data for Aloha Airlines, available beginning in October 2000, and for American Eagle, available beginning in January 2001, will be excluded here until one year's data is available to retain comparability with previous years.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Airline Service Quality Performance data.

AIR FARES AND PASSENGER VOLUME FOR THE TOP FIVE MAJOR SHORT ROUTES



NOTE: Blue portion of bar = lowest average fare for an airline meeting the criteria in the text.
 Red portion of bar = the difference between the average fare for all airlines, and the lowest average fare airline.
 Blue + red portions of bar = the average fare for the market.

Passenger air fares are a measure of the price of air travel between cities. Major short routes consist of the top five routes of 750 miles and less by number of passengers for the most recent quarter. Large markets consist of the top 1,000 passenger markets at all distances, plus routes that have previously achieved this distinction. Low fares are the lowest average fare for an airline serving at least 10 percent of passengers in the market, or the airline with the lowest average fare, if there is only one airline with at least a 10 percent share.

In the fourth quarter of 2000, there were **539** large-market routes of 750 miles or less.

Consumer air fares (less than 750 miles)	Q4 99	Q4 00	% Change
Chicago-New York (728 miles)			
Average Fare (1982-84 4/mile)	17.31	19.34	11.74
Low Fare (1982-84 4/mile)	15.43	12.39	-19.68
Daily Passengers	7,336	7,304	-0.44
Boston-New York (185 miles)			
Average Fare (1982-84 4/mile)	44.65	45.04	0.86
Low Fare (1982-84 4/mile)	41.44	39.14	-5.56
Daily Passengers	7,096	6,883	-3.00
New York-Wash DC (215 miles)			
Average Fare (1982-84 4/mile)	35.27	35.55	0.78
Low Fare (1982-84 4/mile)	33.32	32.34	-2.96
Daily Passengers	6,342	5,889	-7.14
Dallas-Houston (236 miles)			
Average Fare (1982-84 4/mile)	20.15	20.45	1.52
Low Fare (1982-84 4/mile)	19.39	19.72	1.71
Daily Passengers	5,444	5,421	-0.42
Las Vegas-L.A. (236 miles)			
Average Fare (1982-84 4/mile)	15.86	17.29	8.96
Low Fare (1982-84 4/mile)	13.85	15.34	10.75
Daily Passengers	5,469	4,782	-12.56

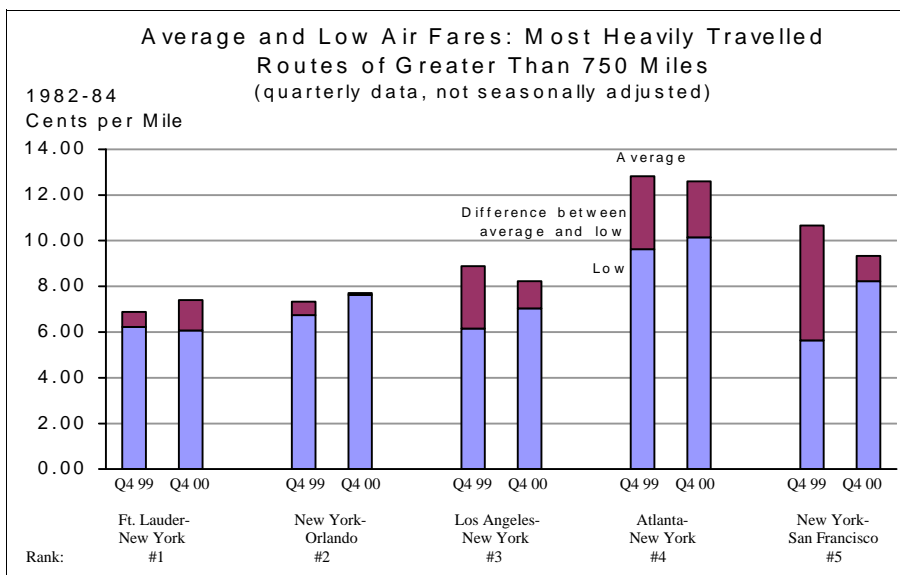
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

Average fares are based on the one-way cost for all paying customers and exclude passengers that fly for free such as those using a frequent flyer program. City-pairs include all airports in each city.

SOURCE: U.S. Department of Transportation: Bureau of Transportation Statistics, and Office of the Assistant Secretary for Aviation and International Affairs, and <http://ostpxweb.ost.dot.gov/aviation/>.



AIR FARES AND PASSENGER VOLUME FOR THE TOP FIVE MAJOR LONG ROUTES



NOTE: Blue portion of bar = lowest average fare for an airline meeting the criteria in the text.
 Red portion of bar = the difference between the average fare for all airlines, and the lowest average fare airline.
 Blue + red portions of bar = the average fare for the market.

Major long routes consist of the top five routes of more than 750 miles by number of passengers for the most recent quarter. In the fourth quarter of 2000, there were **749** large-market routes of more than 750 miles.

Consumer air fares (greater than 750 miles)	Q4 99	Q4 00	% Change
Ft. Lauderdale-New York (1072 miles)			
Average Fare (1982-84 4/mile)	7.37	6.86	-6.95
Low Fare (1982-84 4/mile)	6.10	6.22	1.96
Daily Passengers	6,561	8,497	29.51
New York-Orlando (944 miles)			
Average Fare (1982-84 4/mile)	7.68	7.37	-4.11
Low Fare (1982-84 4/mile)	7.62	6.76	-11.30
Daily Passengers	6,368	7,365	15.66
L.A.-New York (2469 miles)			
Average Fare (1982-84 4/mile)	8.23	8.87	7.71
Low Fare (1982-84 4/mile)	7.05	6.17	-12.55
Daily Passengers	7,340	6,815	-7.15
Atlanta-New York (755 miles)			
Average Fare (1982-84 4/mile)	12.58	12.79	1.66
Low Fare (1982-84 4/mile)	10.14	9.67	-4.69
Daily Passengers	6,793	6,768	-0.37
New York-San Fran (2578 miles)			
Average Fare (1982-84 4/mile)	9.32	10.63	14.11
Low Fare (1982-84 4/mile)	8.26	5.62	-31.97
Daily Passengers	5,713	5,161	-9.66

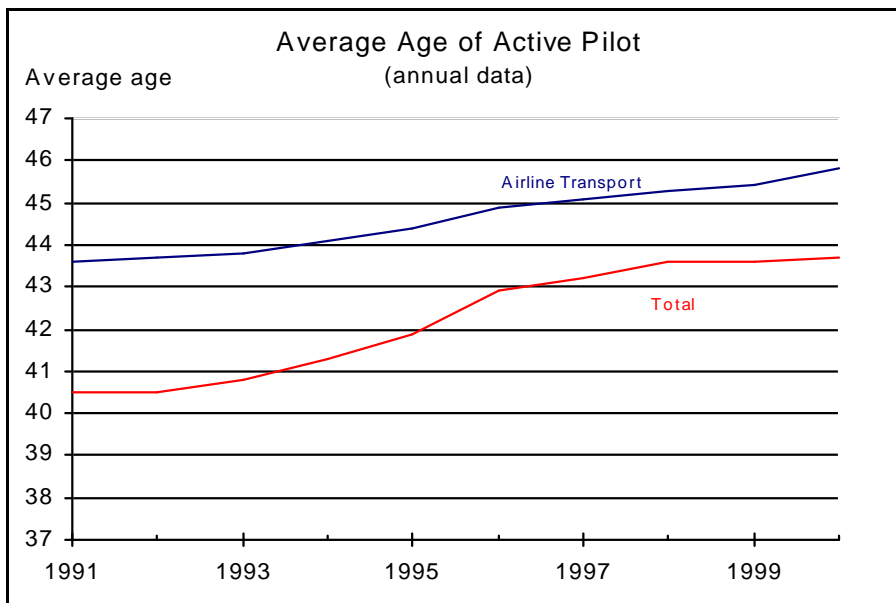
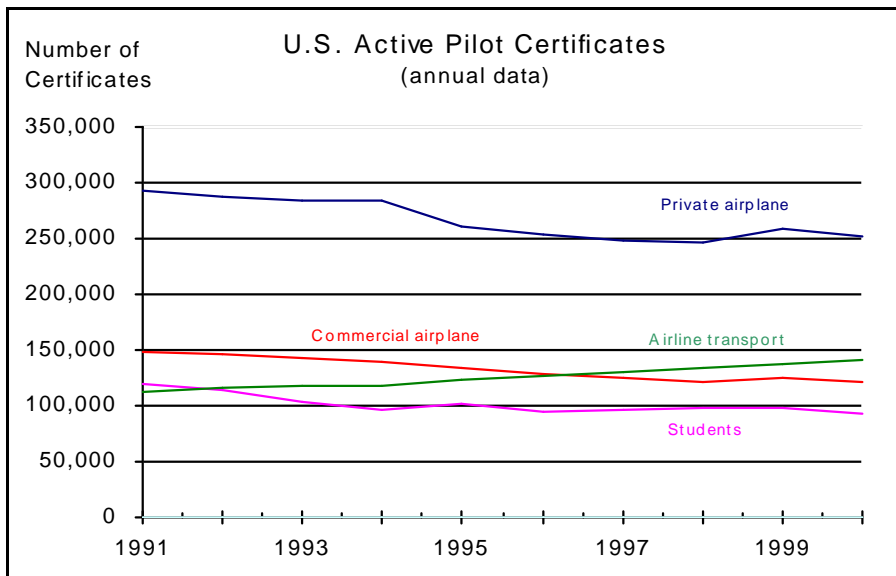
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

Average fares are based on the one-way cost for all paying customers and exclude passengers that fly for free such as those using a frequent flyer program. City-pairs include all airports in each city.

SOURCE: U.S. Department of Transportation: Bureau of Transportation Statistics, and Office of the Assistant Secretary for Aviation and International Affairs, and <http://ostpxweb.ost.dot.gov/aviation/>.



U.S. Active Pilots



Number of Active Pilot Certificates	1999	2000
Private Airplane	258,749	251,561
Percent change from previous year	4.66	-2.78
Airline Transport	137,642	141,596
Percent change from previous year	2.25	2.87
Commercial Airplane	124,261	121,858
Percent change from previous year	1.81	-1.93
Students	97,359	93,064
Percent change from previous year	-0.39	-4.41

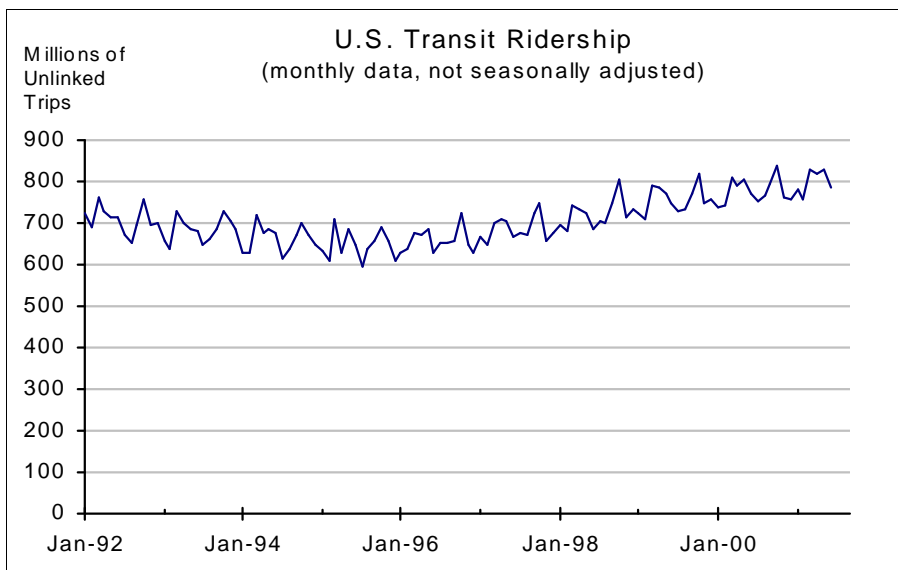
Average Age of U.S. Pilots	1999	2000
Airline Transport	45.4	45.8
Percent change from previous year	0.22	0.88
Total Pilots	43.6	43.7
Percent change from previous year	0	0.23

SOURCE: U.S. Department of Transportation, Federal Aviation Administration, Aviation Policy and Plans, available at: <http://www.api.faa.gov/civilair/Doclist.asp?ID=33>

NOTES: Airline Transport pilot– for aircraft engaged in air carrier service.
Commercial airplane pilot– for aircraft carrying passengers for compensation or hire or for aircraft that is being operated for compensation or hire.
Private airplane pilot– may not as as pilot-in-command of a/c that is carrying passengers for compensation or hire nor act as pilot-in-command in an a/c operated for compensation or hire.



PUBLIC TRANSIT



Public transportation includes transit bus, transit rail, commuter rail, trolleys, and several demand-responsive services.

Transit Ridership	Jun-00	Jun-01
Unlinked trips (in thousands)	770,455	784,061
Percent change from same month previous year	2.92	1.77

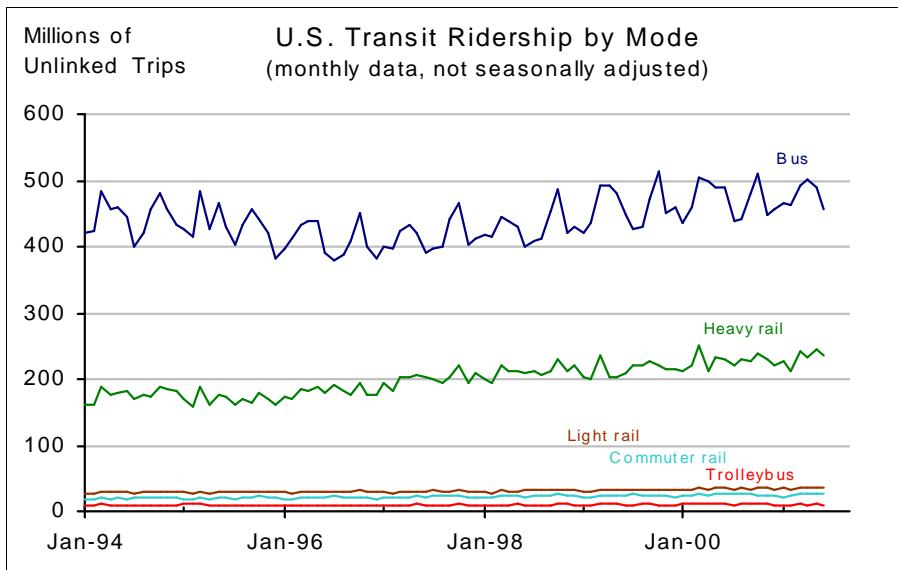
NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

According to the American Public Transportation Association (APTA), an unlinked transit trip is a trip on one transit vehicle. A person riding one vehicle from origin to destination takes one unlinked trip; a person who transfers to a second vehicle takes two unlinked trips; a person who transfers to a third vehicle takes three unlinked trips. APTA estimates that the number of people riding transit on an average weekday is 45 percent of the number of unlinked transit passenger trips.

SOURCE: American Public Transportation Association, *APTA Quarterly Transit Ridership Report*, available at: <http://www.apta.com/stats/ridership/index.htm>



PUBLIC TRANSPORTATION BY MODE



Ridership of heavy rail has been climbing faster than any other mode of public transportation. Bus ridership is almost 60 percent of total transit ridership.

Transit Ridership by Mode	Jun-00	Jun-01
Bus (thousands)	489,792	457,272
Percent change from same month previous year	9.18	-6.64
Heavy Rail (thousands)	231,267	236,042
Percent change from same month previous year	10.54	2.06
Commuter Rail (thousands)	35,238	35,113
Percent change from same month previous year	4.54	-0.35
Light Rail (thousands)	26,534	27,252
Percent change from same month previous year	8.87	2.71
Trolleybus (thousands)	11,337	9,726
Percent change from same month previous year	9.13	-14.21

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

According to the American Public Transportation Association (APTA), an unlinked transit trip is a trip on one transit vehicle. A person riding one vehicle from origin to destination takes one unlinked trip; a person who transfers to a second vehicle takes two unlinked trips; a person who transfers to a third vehicle takes three unlinked trips. APTA estimates that the number of people riding transit on an average weekday is 45 percent of the number of unlinked transit passenger trips.

Commuter Rail – Railroad local and regional passenger train operations between a central city, its suburbs, and/or another central city. It may either be locomotive-hauled or self-propelled, and is characterized by multitrip tickets, specific station-to-station fares, railroad employment practices, and usually only one or two stations in the central business district. Also known as “suburban rail.”

Light Rail – An electric railway with a “light volume” traffic capacity compared to “heavy rail.” Light rail may include multicar trains or single cars. Also known as “Streetcar,” “Trolley car,” and “Tramway.”

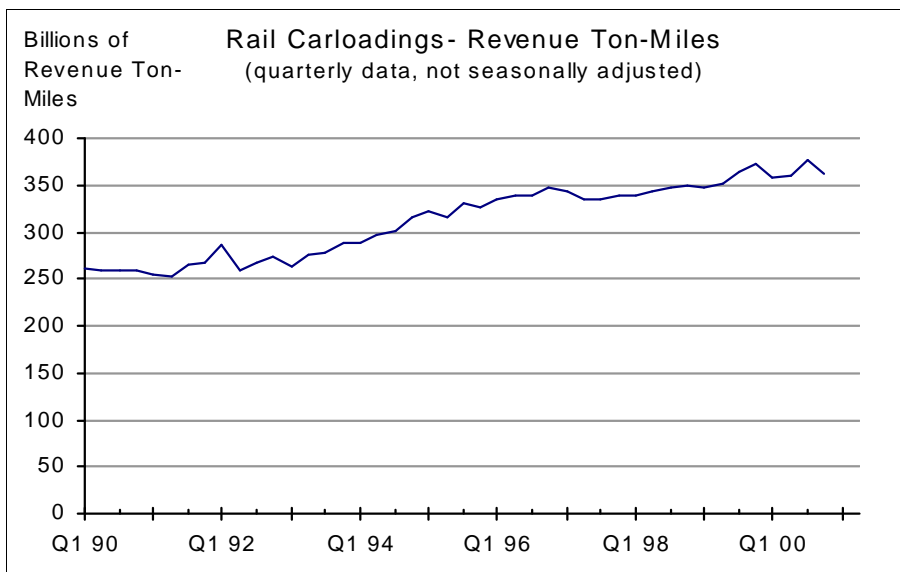
Heavy Rail – An electric railway with the capacity of “heavy volume” of traffic and characterized by exclusive rights-of-way, multicar trains, high speed and rapid acceleration, sophisticated signaling, and high platform loading.

Trolleybus – Rubber-tired passenger vehicles operating singly on city streets. Trolleybuses are propelled by electricity drawn from an overhead electric line via trolleys.

SOURCE: American Public Transportation Association, APTA *Quarterly Transit Ridership Report*, available at: <http://www.apta.com/stats>



RAIL FREIGHT



The top commodity in U.S. rail carloadings is grain, and grain carloadings declined in 2000 (Association of American Railroads, weekly railroad traffic).

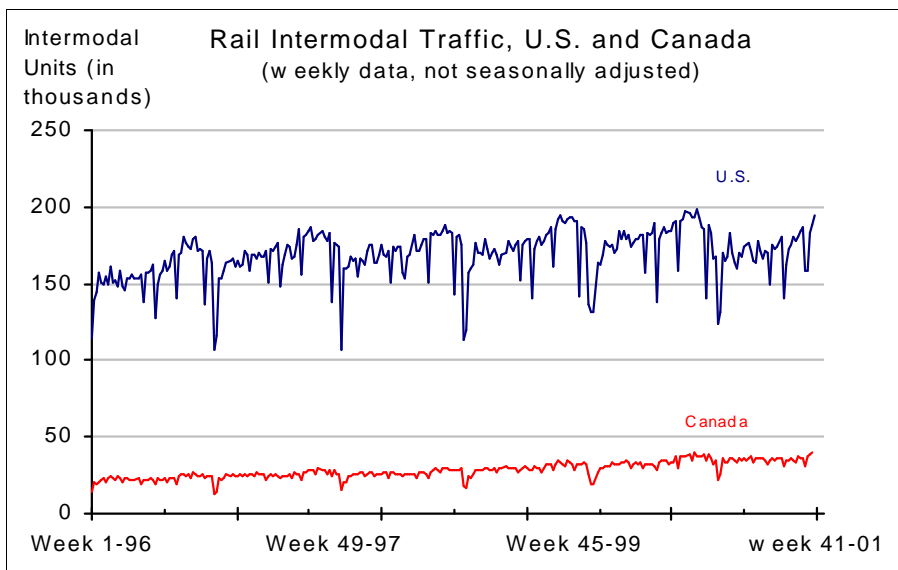
Rail Freight Revenue Ton Miles	Q4 99	Q4 00
Total (billions)	373	361
Percent change from same quarter previous year	6.49	-3.06

NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

SOURCES: Association of American Railroads, *Railroad Revenues, Expenses, and Income. Class 1 Railroads in the United States*, R&E Series, and Surface Transportation Board, Office of Economics, Environmental Analysis and Administration at: <http://www.stb.dot.gov>.



WEEKLY RAIL INTERMODAL TRAFFIC



Rail intermodal traffic consists of units of trailers and containers. Increases in rail intermodal traffic have been in the number of container units.

Rail Intermodal Traffic, U.S. and Canada	Week 39-00	Week 39-01
United States	197,751	195,219
<i>Percent change from same week previous year</i>	<i>1.52</i>	<i>-1.28</i>
Canada	37,786	40,048
<i>Percent change from same week previous year</i>	<i>13.11</i>	<i>5.99</i>

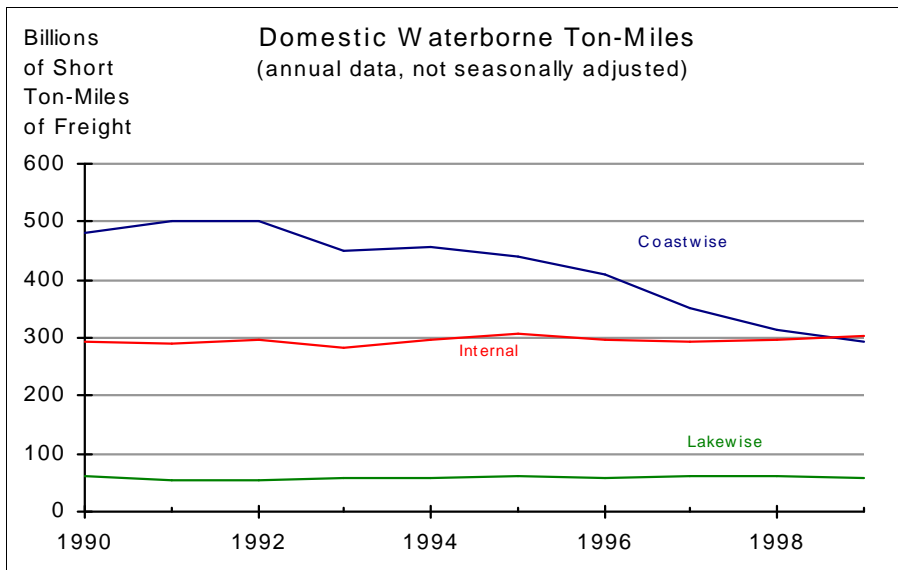
NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

Traffic of Canadian railroads reflect their Canadian and U.S. operations, and the operations of their subsidiaries. U.S. traffic reflects the U.S. and Canadian operations of U.S. railroads.

SOURCE: Association of American Railroads, Policy and Communication Department, Weekly Railroad Traffic, Intermodal Traffic, Washington, DC.



DOMESTIC WATERBORNE FREIGHT



Domestic waterborne ton-miles show the level of freight flows through U.S. inland, coastal, and Great Lakes waterways. Domestic waterborne ton-miles in the coastwise trade have declined in recent years.

Petroleum and petroleum products, crude materials, and coal comprise most of the cargo moving in U.S. domestic waterborne trade.

U.S. Domestic Waterborne Freight (billion short ton-miles)	1998	1999
Internal	294.9	304.7
Percent change from previous year	0.31	3.32
Coastwise	314.9	292.7
Percent change from previous year	-9.98	-7.05
Lakewise	61.7	57.0
Percent change from previous year	-0.80	-7.62

NOTES: Data excludes traffic between ports in Puerto Rico and the Virgin Islands.

Coastwise—Domestic traffic receiving a carriage over the ocean, or the Gulf of Mexico, (e.g. New Orleans to Baltimore, New York to Puerto Rico, San Francisco to Hawaii, Alaska to Hawaii). Traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean, is also termed Coastwise.

Lakewise—Waterborne traffic between the United States ports on the Great Lakes System. The Great Lakes System is treated as a separate waterway system rather than as a part of the inland waterway system. From 1990 on, marine products, sand and gravel being moved from the Great Lakes to Great Lake destinations are classified as lakewise traffic.

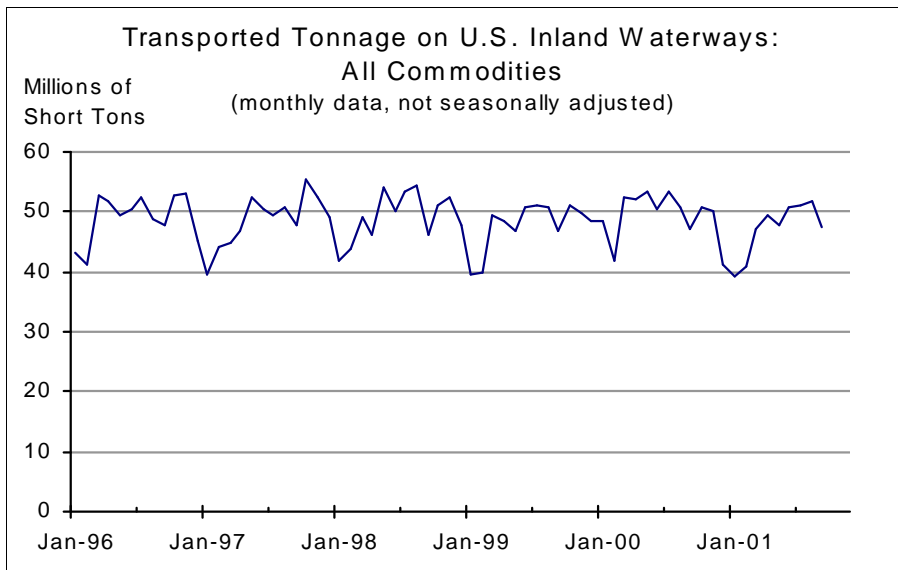
Internal—Vessel movements (origin and destination) which take place solely on inland waterways. An inland waterway is one geographically located within the boundaries of the contiguous 48 states or within the boundaries of the State of Alaska.

The term "internal traffic" is also applied to these vessel movements: those which involve carriage on both inland waterways and the Great Lakes; those occurring between offshore areas and inland waterways (e.g., oil rig supplies and fish); and those taking place within the Delaware Bay, Chesapeake Bay, Puget Sound, and the San Francisco Bay, which are considered internal bodies of water rather than arms of the ocean.

SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce of the U.S. (New Orleans, LA: Annual issues), Part 5, National Summaries, table 1-4, and similar tables in earlier editions, available at <http://www.wrsc.usace.army.mil/ndc/wcsc.htm>.



U.S. INLAND WATERWAYS TRADE



Almost 60 percent of the U.S. domestic waterborne trade tonnage is moved on the inland waterways. This market consists of carriers that transport freight between U.S. ports. At least 80 percent of the tonnage in this trade is carried by barge.

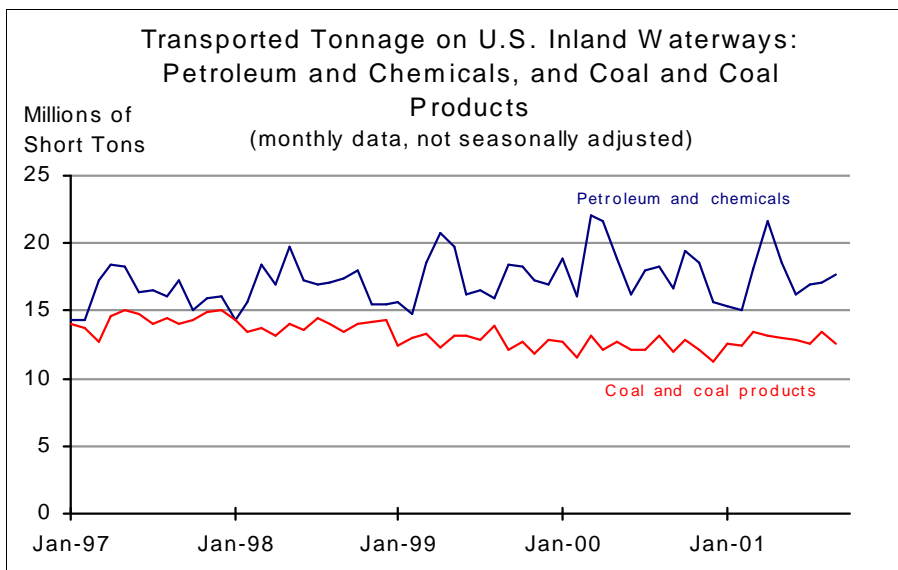
Inland Waterways Commercial Tonnage	Sep-00	Sep-01
All commodities (million short tons)	47.3	47.5
Percent change from same month previous year	1.07	0.42

NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, Monthly Indicators, available at: <http://www.wrsc.usace.army.mil/ndc/wcmthind.htm>.



BREAKDOWN OF U.S. INLAND WATERWAYS TRADE

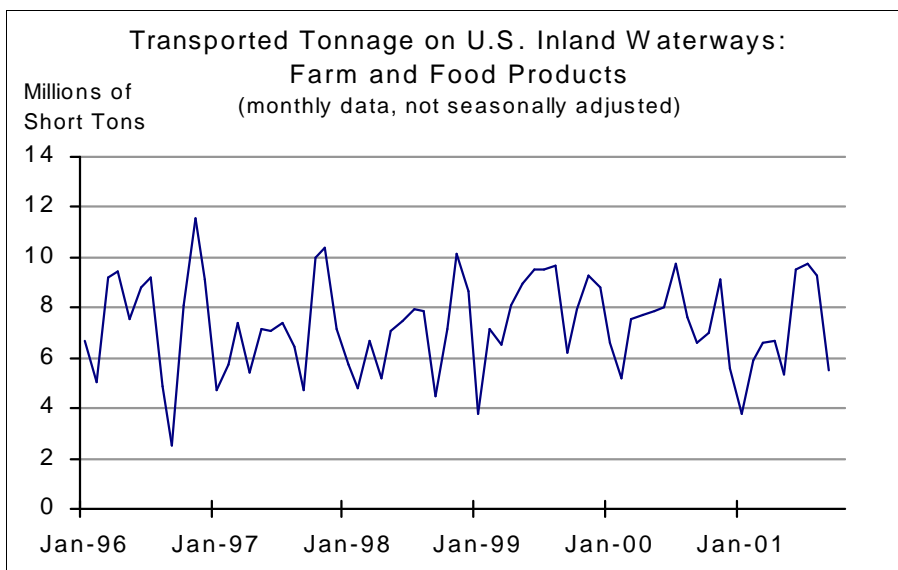


Inland Waterways Commercial Tonnage	Sep-00	Sep-01
Petroleum and chemicals (million short tons)	16.7	17.7
Percent change from same month previous year	-9.24	5.99
Coal and coal products (million short tons)	12.0	12.6
Percent change from same month previous year	-1.64	5.00
Farm and food products (million short tons)	6.6	5.5
Percent change from same month previous year	6.94	-16.44

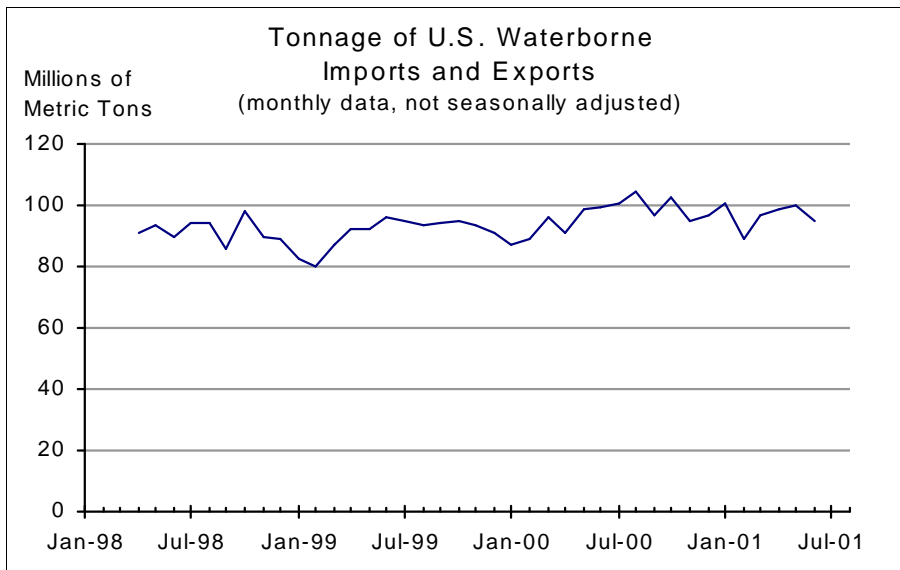
NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, Monthly Indicators, available at: <http://www.wrsc.usace.army.mil/ndc/monthlyindicators.htm>.

Petroleum and chemicals, coal and coal products, and farm and food products make up the vast majority of U.S. inland waterways trade tonnage. In September 2001, these commodities constituted nearly 75 percent of total inland waterway trade.



U.S. FOREIGN WATERBORNE FREIGHT



Import and export tonnage helps identify the volume of cargo flowing through U.S. ports and the resulting vessel traffic on U.S. coastal waters. It also helps identify needs for intermodal truck and rail traffic.

Most U.S. coastal ports handle both foreign and domestic cargoes.

U.S. International Freight	Jun-00	Jun-01
Total waterborne metric tons (thousands)	99,498	94,624
Percent change from same month previous year	3.71	-4.90

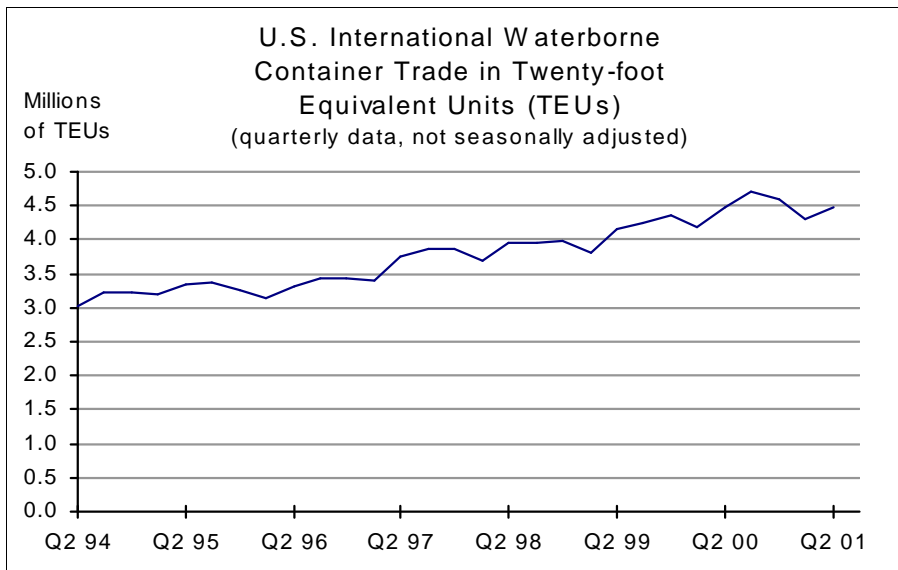
NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

A metric ton is equal to 2,204.6 pounds.

SOURCE: U.S. Department of Transportation, Maritime Administration, Office of Statistical and Economic Analysis, U.S. Foreign Waterborne Transportation Statistics data, available at: <http://www.marad.dot.gov/statistics/usfwts/index.html>.



CONTAINER TRAFFIC VOLUME



International waterborne container traffic, measured in twenty-foot equivalent units (TEUs), helps identify container traffic trends affecting ports and related intermodal freight demand.

The majority of container traffic involves manufactured goods.

Container transportation is very concentrated and competitive. The top 25 U.S. ports handle more than 90 percent of U.S. container traffic.

U.S. International Container Traffic	Q2 00	Q2 01
Total waterborne TEUs (thousands)	4,479	4,482
Percent change from same quarter previous year	7.77	0.08

NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

A twenty-foot-equivalent unit (TEU) is the total length of the container divided by 20. A 48-foot container equals 2.4 TEUs.

SOURCE: Journal of Commerce, Port Import/Export Reporting Service (PIERS) data.

